

COMMITTEE ON TRAFFIC/PUBLIC SAFETY

December 13, 2004

6:30 PM

Chairman Sysyn called the meeting to order.

The Clerk called the roll.

Present: Aldermen Sysyn, Smith, Forest, O'Neil

Absent: Alderman Guinta

Messrs.: Tom Arnold, Officer Kelly, Tom Lolicata, Randy Sherman

Chairman Sysyn addressed item 3 of the agenda:

3. Communication from Deputy City Clerk Johnson submitting a proposed process and "Notice of Sale" relative to the Center of NH public parking garage for the Committee's consideration.

Alderman Forest moved for discussion. Alderman O'Neil duly seconded the motion. There being none opposed, the motion carried.

Deputy City Clerk Johnson stated we outlined a process that basically involved having the Notice of Sale advertised by the Finance Department, the returns to come to them and they would share the information with the Staff Committee. The Staff Committee would review the bid responses and bring those to the Committee with a recommendation.

Mr. Randy Sherman, Deputy Finance Officer, stated the only question I would ask is that in the Notice of Sale the last time we did this and Jay Taylor did it you requested a minimum bid and if you recall none of the bids came in and met the minimum. So, I guess I just want a clarification on whether you want us to leave out the minimum bid. If you notice in the Notice of Sale that's attached to the agenda we've kind of put a bracket around that and our recommendation would be to take it out. I think it's safer, it doesn't scare anybody away...you just never know what you're going to get.

Alderman Forest stated I have no objections to taking out the minimum bid but I know one Alderman that would.

Alderman Forest moved to approve the proposal as amended by removing “minimum bid” in the Notice of Sale.. Alderman O’Neil duly seconded the motion. There being none opposed, the motion carried.

Alderman O’Neil stated a question for Randy. No matter what the bid is from \$1.00 to whatever...we have the right to reject it.

Mr. Sherman replied absolutely.

Alderman Forest stated this would come back to this Committee or go to the full Board.

Deputy City Clerk Johnson replied my understanding is the motion was to adoption the process that was outlined, yes, so all the information would be shared...that Staff Committee is now established and they will report back to this Committee.

Alderman O’Neil stated, Randy, at one point...I don’t believe you said this Kevin might have said it that one of the intents was to consider taking the profits from this garage because we know who the established users are of the Granite Street Garage and possibly considering building another parking facility someplace to address...is that still a thought.

Mr. Sherman replied it’s still a thought. Several years ago there was a study about where we needed certain parking garages. The thought is that these dollars would come in, go into that one-time account that we have but then you can go in there and appropriate that again to build another garage, maybe it off of Jefferson Mills, maybe it’s at the Pine Street Lot...wherever the next one needs to be built we can cycle those monies around and again it probably...clearly, you’re selling a depreciated asset so the price you get is not going to equal the replacement cost but it certainly is a good contribution towards it.

Chairman Sysyn addressed item 4 of the agenda:

4. Communication from John Wood, Chairman of the Friends of the Valley Cemetery, requesting a permit to park at a meter at no charge.

Alderman O’Neil stated I think John Wood is a great asset to the City of Manchester in his volunteer role, but I think if we start this it’s not going to stop and unfortunately I will move to receive and file. Alderman Smith duly seconded the motion. There being none opposed, the motion carried.

Alderman O'Neil stated I hope he's not going to think it's how we think of his efforts, but it's opening a door that I don't think we want to go through.

Chairman Sysyn addressed item 5 of the agenda:

5. Communications from the Finance Department relative to proposed policies regarding the Civic Center Parking Revenue referred by Committee on Accounts, Enrollment and Revenue Administration.

Mr. Sherman stated this actually was initiated through the Committee on Accounts. They're looking at their monthly revenue reports and the Civic Center revenue keeps dropping every year. So, the question came up (1) why is that happening and then once Joanne Shaffer released the letter about why that was happening the question was sent out to the staff what can we do to maybe fix this problem. We came back with a three part approach: (1) selling the Center of NH Garage which we just dealt with in item 3; the other two were...one, we really think that the City should take a step back as far as the parking issue goes and get a comprehensive downtown study done. We tend to tinker with the parking...two hours here, ten hours there, yes on Saturdays, up till eight o'clock, no back to six...and we're all over the place and I think we all have our own ideas of what's going to happen when we do that, but then something goes the opposite way and then we turn around and react going the other way. For example, I went to the Monarchs game over the weekend and those businesses that are around the arena have no parking on the weekend because we don't charge on the weekend, so all the fans come in take those spaces and somebody like Van Otis has no street parking available. So, the idea is really to go out, get somebody to come in and really look at the entire downtown area and really come up with a plan. I will say that the Chamber is certainly all for that and I can tell you that those companies that responded to the downtown study that we're doing in conjunction with the Jac Pac acquisition have pushed very heavily for a parking utilization study downtown. The second one is replacing the current meters that we have with these multi-space meters. I know that was a recommendation that you probably heard from before but what we have is a company that has offered to come in and give us a few meters on a trial basis. Actually come in, install them and let us use them for 4 to 6 months so we can test them out. The positive part of those meters is (1) it certainly cleans up your landscape, but (2) it then gives you the option to have a number of pricing schemes. You could actually program these meters to say on event nights you now have to come in and you do pay for parking from six to ten but on non-event nights parking lapses at six o'clock. You can actually

program that into the meters. You can force people to buy four hour blocks or half hour blocks and you can take cash, you could take credit cards, you can take anything...it just gives you a lot more variety than what we currently have. So, that was really the other recommendation that staff had is to give these multi-space meters a trial run. The company is willing to come in, they'll deliver them, they'll install them for us and we'll take it on a trial basis.

Alderman O'Neil stated, Randy, I like the approach. I know the Clerk had talked about some of these in their thorough study that they did earlier...I know Nashua uses it...I didn't hear you say though the payment options...how is the trial going to be done...is it strictly going to be coins as we're doing now?

Mr. Sherman replied no we'll be able to accept credit cards or debt cards...what we won't have is what Nashua has...they actually have their own card and we've actually opted away from something like that. To have your own card then that means that somebody driving up from Lowell...

Alderman O'Neil stated I may have missed it in what was handed out but have we selected yet where the trial areas will be and what type of meter will be used in each of those areas.

Mr. Sherman replied again we focused around the Civic Center area, they kind of toured the area with Tom Lolicata and they've identified some locations...now, that's a big location you have a lot of parking around there and they clearly can't cover probably all the way from Merrimack up to Willow Street...that's a large area. But, probably we might try Willow Street, might try Chestnut Street right around the area and Lake...just something basic to see how do people like them, can they use them, what type of reports are we getting, is it increasing our revenues...just a couple of different areas.

Alderman O'Neil stated to understand...this one particular meter, which may be two-headed, could be theoretically four-headed...I don't know.

Mr. Sherman stated no it's actually one box and you put it in a location and typically what they say is you put one box for every 12 to 14 parking spaces. So, like on Chestnut between Lake and Cedar you might need one on each side...there aren't that many parking spaces...you put one over by the park and one over by the arena and then clearly somebody who may have to walk six spaces one direction or the other to put the money in the meter. But, typically, what you do is you put your money in and it'll give you a ticket and you either put a ticket...some places

have them that they actually stick to the inside of the window...others will just go on the dashboard. So, you'd go over you'd pay and then you put it in the car. And, then when the meter folks come along they see the sticker and they know that you've paid.

Alderman O'Neil stated if we stay on this subject before we move back to the study...is this Portland, Maine or Portland, Oregon?

Mr. Sherman replied that was Portland, Oregon.

Alderman Forest stated it's one of the things I was pushing when I started this parking control management and I don't know how much money we're going to spend in order to get surveys when I think the other program would work better, but it all depends what this Board wants. I just want to say that this was part of the recommendation that was made originally.

Alderman Smith stated as you know, Randy, I oppose this marked meter for several reasons. One is, like you said, the availability for 14 parking spaces...snow and so forth you can reach the meter, you're disabled you have to walk so many feet to address this meter...then I would like to know how many meters we would have to do throughout the City and what the cost would be. We don't have any information.

Mr. Sherman stated that clearly would hopefully be part of the larger study. One thing that I will say about the Smart Meters is if you think about them they're almost like your fire hydrants. One of the problems we do have downtown is the fact that nobody digs out the meters. Now, they end up getting plowed in for the most part. With the Smart Meters they could actually go down and dig out that one meter and I clearly understand your issue about moving from space to space and that clearly is an issue but they're willing to give them to us on a trial basis and if we can get them in the ground it would be nice to see how they run maybe from January to June or something like that.

Alderman Smith asked do you have any idea even on a trial basis there must be some cost?

Mr. Sherman replied the only thing that we would need to do is get them in the ground. They will deliver them, they will install them but they need to be in cement so we would have to just dig out and get them in the cement; that would be the only thing. I think clearly if I talk to Frank Thomas or someone we'd be able to accommodate them especially if we're only do four or five of them. They do have them...I've seen them down in New York where they actually attach them to

the poles. Obviously, what you don't want is they've got cash in them and you don't want somebody backing their truck up and hauling it away. But, if we've got some good light poles which we do around the Verizon maybe we can attach them to that.

Alderman Smith asked could we have Tom cone up...what are your thoughts on this?

Mr. Tom Lolicata, Traffic Director, replied there are different types first of all but they average anywhere from 8 to 12 meters like Randy said. You talking in the vicinity of a few thousand dollars for each one, it varies and they could be as little as \$5,000-\$6,000 up to maybe \$11,000 or \$12,000 depending on the type. There are many of them right now on the market. There are many companies out there right now getting into this. There's different types of multi-meters. You have ones that look like an actual parking meter right now that can do the function as Randy just explained to you. The other one is like a box type...so there are different forms, different types and different prices for each one. Most of them have to required a certain pad for each one. Once again, it's a little expensive but they do a little bit more than the actual meter. Some meters can do some of the functions that Randy's talking about but it takes a person manually for the night of the event...but the ones that Randy's talking about takes everything from a debit card to money.

Alderman O'Neil stated I just want to make sure I'm clear on this. We're talking about doing four or five of these...there is a firm that is a particular firm that have said they are willing to donate for our use...for what period of time?

Mr. Sherman replied I think that's really up to us. Clearly, if we're going to put them up around the Verizon they get very slow in the summer, so we'd like to get them in and probably would be taking them out again in the summer.

Alderman O'Neil stated we're talking approximately six months. What type of information...how will we get the information...you mentioned earlier that we'll be able...I don't want to put words in your mouth but you indicated that there would be an ability to get a great deal more information than we have now. How do the logistics of that work...somebody have to go by and plug something in to download...

Mr. Sherman stated actually even the ones I've seen down in New York they actually will run on solar power even from the streetlights, they don't need sun. they will run off the streetlights and again what they will do is they will actually...if you set it up this way, they will actually do a dial in and they could

actually call over to the Traffic Department or wherever and even to the point where they would call over and say hey, Tom, I've got \$600 in me, come and collect me. They'll track it when people buy them...now, clearly, if it's covering 12 spaces you don't know which of the 12 spaces people are parking in, but they'll clearly tell you what day those dollars were bought, how many hours they've bought for...so, now you're going to get the time of day which we don't currently get with the meters that we have because they're just coin meters. But, there are a ton of reports that'll come out of these things so then you get some real usage history and then I think that's what you really need to turn around and come up with a comprehensive plan because I'll tell you what people will do is on event nights...they'll go over there and park at four o'clock and feed the meter for two hours because that's all they have to, go have dinner, do whatever and they're not paying for parking all night. If you have those types of meters you'll get to see how people are using the parking spaces around the facility.

Alderman O'Neil asked do we have to buy any software on our end to take the information and generate the reports.

Mr. Sherman replied no not with the trial. They'll come in and do all of that on a trial basis...they did around Fanueil Hall, they did the same thing for the City of Boston around Fanueil Hall...just again, you get that flavor and taste, find out if people have problems using it because what you don't want to do is go out and buy 100 of them and then have nobody figure out how to use them. So, they're willing to take that chance and they fully understand that it's an RFP process if the City decides to go forward with this. There's no prejudice in favor of the company for letting us do this.

Alderman O'Neil stated may I ask the Clerk a question, Madame Chair, and I don't know if it's for Carol or for Matt...when you folks did your study of our parking this was one of the things you looked at but did not recommend.

Deputy City Clerk Johnson replied I do not want to say that we did not recommend it but what we did recommend was...if you were going to use those to use those in the parking lots where everything was level and the spaces were fairly close together and on the streets we said if there was a hill or something you definitely didn't want more than a two or four-headed meter because people are walking up and down hills back and forth to cars with tickets or whatever and as Alderman Smith was talking about you do have people that are incapacitated or whatever and have a difficult time getting around or the elderly...so, we were talking more about two or four-headed machines rather than something that's going to accommodate 14 spaces in terms of on-street and if you're doing that in a parking lot I think it's a great idea, but you've really got to be careful how you set

that up and Tom probably could tell you better than I can as to what it would do on the street or what he thinks it would do to people trying to park there. I think the parking study for the downtown area that they're talking about was one of the issues that Matt and I talked about at one point in time saying that's one of the future things you really need to look at but you need to be able to generate information...you've got a company that's going to come in and set some up for free for you, if you go into it with the understanding that you may get some complaints from people that have to walk 6 or 8 spaces back and forth that may be a lot, maybe you want to try it on a couple of streets and make sure that in that same area you have some that are closer together or something.

Alderman O'Neil stated as a comparison this would be similar to the parking garage on Kosciuszko Street where people park and then they go down to one end of the garage, I think, and feed meters don't they.

Mr. Sherman stated I think Carol's right, I've seen them used a lot in parking garages as well and maybe that's an option. Maybe we take one of them and put them in one of the open lots that we have and maybe this one right here by City Hall is a good example of it. I'm not predisposed as to where we put these, but again our focus was around the arena where I think you have a lot of traffic that comes and goes and that's where the focus was to cover the costs out there, but I think if somebody's willing to give us these on a trial basis clearly we can try them...points well taken as far as trying to put them on a hill, but I think once you've done your comprehensive study that's where somebody else can come and say yup we've seen how it's worked in Seattle and this is what works and this is what doesn't and you end up with a mix at the end of the day.

Deputy Clerk Normand stated the other issue is credit cards and debit cards...the City doesn't currently take them and when we were doing the research there wasn't much of an advantage if these machines, for the cost, we're only still going to take coins and cash. So, I don't know how you overcome that.

Mr. Sherman stated we do on-line and I know we haven't gone live but Water and EPD will be taking credit cards...the Airport currently takes credit cards...the advantages are...

Chairman O'Neil stated the Airport takes credit cards for parking.

Mr. Sherman replied yes they do. Again, the advantages are (1) when they are full and do need to be collected it's one stop and not 12 stops and if we do take the debit and credit cards we get same day deposit which again if it's cash we may not

always get the money that frequently. I don't know how frequently you go around and hit each meter. So, there are and I agree and I think that's why we'll try it on a trial basis and sit down and analyze it.

Alderman O'Neil moved that we approve the meter issue first, we try it, we're never going to know until we try it. Alderman Forest duly seconded the motion.

Alderman O'Neil stated I certainly note Alderman Smith's concerns but I don't think we're ever going to be able to have a good serious discussion until we try it.

Chairman Sysyn called for a vote on the motion. The motion carried with Alderman Smith duly recorded in opposition.

Alderman O'Neil asked, Randy, on the study how are we paying for it?

Mr. Sherman replied actually we do have money in the Traffic Department, let me tell you why. The parking at the Verizon, the number of events, if you think back there were no events there in August, so the number of events has actually been down over there. It's not that and I know through Tom and may not have seen his November bill which was almost \$50,000, but I think the study's probably going to be in the \$25,000/\$30,000 range and that would be my recommendation to take it right out of the money that we have for the Verizon and I can clearly work with Tom and get his comfort level up on that and I can get the numbers from Tim (Bechert) too. As you well know Tim pretty much knows what his events are for the balance of the year.

Alderman O'Neil stated so we're looking at the price to be around...what's the price again?

Mr. Sherman replied I'm thinking it's probably going to be in the \$30,000 range.

Alderman O'Neil stated I'll ask a question I asked from the Parks Master Plan, are we getting a plan for a budget number or are we getting a plan we need. Is that going to give us a detailed plan?

Mr. Sherman replied based on the RFP that we've drafted it's the detailed plan. One thing that I know some departments do that I quickly forbidden that I put out there is where I put my available budget. So, nobody knows that number unless their watching tonight...and that's just a guess. I truly don't know just from past

studies that we've done again it should be somewhere in that range, but we are really asking for a comprehensive...we're talking like Queen City all the way up to Amoskeag...from the river up, Union and the like. Just a true study with rates and hours and even the types of meters that we should have.

Mr. Lolicata stated you also have to remember this City is unique, we also have permit parking. So, the reason we put into strategic areas where there's particular 2-hour parking, etc. because most of our parking lots are permit parking to begin with and we have 10-hour meters. So, it will be in a particular range where these would be placed.

Alderman Forest stated this is like the fourth parking study that I know of since I've been an Alderman and I'm just trying to figure out what we're trying to accomplish here with another one.

Mr. Sherman stated what we've done in the past and I went back and looked at some of those, they've really dealt with dealing with the parking garages and the lots...one was on where should we be putting the parking garages and one was what's the condition of all of the parking garages and what we're really asking for is somebody not only to come in as we talked about, I think, in Item 3 but where should the next garage go, where is our volume but also how should it be structured. Should we start the meters at six o'clock in the morning and run them until ten o'clock at night, should we have meters on Saturday...because again while it may benefit one vendor by not having parking charges on a Saturday it's actually hurting another one because their customers now can't get a parking spot. So, that's really what we're asking somebody to come in. Should it be a dollar an hour or should it be twenty-five cents (\$.25) an hour or should it be free. Again, is it for economic development or is it to maintain a traffic flow. So, somebody who really truly understands all of those things and again we tend to go in and tinker and I'm not saying that necessarily we're wrong, we may end up at the end of the day saying hey, jeez you guys have done a real good job with your little tinkering that's gone on, but that's really what we're looking for. You've got colleges downtown, in the Millyard...they're trying to do Jefferson Mill... I know Franklin Pierce moved in there and there's no parking down there for them. So, for somebody to come in and say okay you do have permit parking or you should do this...and really take a good look at it...somebody to come back with a little less passion than maybe we all have about it and actually stand back and say this is what we've seen work and what doesn't work. We're a unique City, there are very few cities out there that support the size airport that we have and arenas and baseball stadiums...we're unique in a lot of ways. You go to some of these other cities and their stuff isn't downtown, it's off to the sides and ours is downtown.

Alderman Forest stated I really don't want to see a company coming in again and telling us \$75,000 and there's no parking...then we find out there is.

Alderman Forest moved to approve a parking study.

Alderman Smith stated I'm very interested now that you mentioned money...the payment options are one is coin and the other is credit card, debit cards and there's some testimony about whether we should accept them or not, but I'd like to find out how they mention cell phones...how would that work?

Mr. Sherman replied I think the way I have seen that only one other time. You can actually dial in with your cell phone and it actually does a transfer of funds. I know the technology is beyond me too. But, I have seen it done...I've seen it done with a soda machine. You can actually key it in on your cell and it actually transmits the funds. It's also most like you're wiring in those funds into the machine.

Alderman Smith stated I would just like to say that we have added costs coming from the Traffic Department's budget. Now, we're going to put just several around the Verizon...that's the only spot they're going to be incurred.

Mr. Sherman stated unless somebody has a suggestion to put them elsewhere.

Alderman Smith stated if you would please I certainly would appreciate it. What would be the total cost to assimilate these throughout the City because I think it's going to be staggering.

Mr. Sherman replied again I kind of see...I don't disagree with Carol and Matt said earlier, I kind of see that at the end of the day you'll end up with a mix.

Alderman O'Neil stated to do the pilot program with these high tech meters the cost is minimal to us other than doing a concrete pad, there is no other cost to the City of Manchester to do it. The cost you were talking about is to do the study. The cost to do the pilot program on the meters is minimal. Thank you.

Alderman Forest moved to approve parking study with review to be completed by the Garage Committee (Solicitor, Finance Director, Destination Manchester Coordinator, Planning Director, Traffic Director) and report back to Committee with recommendations. Alderman O'Neil duly seconded the motion. The motion carried with Alderman Smith duly recorded in opposition.

Chairman Sysyn addressed item 6 of the agenda:

6. Response by Deputy Clerk Normand to the Committee on Accounts regarding permitting process for parking lots.
(Note: referred by Committee by Committee on Accounts, Enrollment and Revenue Administration 11/16/2004.)

Deputy Clerk Normand stated this is just an item that was referred by the Committee on Accounts; that they had asked to look into the option or possibility of permitting the surface lots around the civic center. Again, there was a question on how these private lots were affecting the revenue stream, so my direction was to just go and research and see how other communities are doing it (which you see attached here). I went into 17 other communities and some of them have programs, some of them do not. I researched the State law, which tonight I understand that the Solicitor's Office doesn't agree with that, with the authority to do that. But, what you have there is the balance of my research. The Committee asked if we could do it number one and what the process would be...what other communities were doing. We didn't have a position on whether it should be done or not, that was up to the Committee to decide which they've forwarded to you.

Deputy City Solicitor Arnold stated insofar as this was an inquiry about the ability of the City to license private parking lots meaning non-city facilities...as the Committee knows under State law in order for the City to have power it has to be specifically granted by the Legislature. I don't believe it has in this case. Mr. Normand did point out RSA 47:17 that deals with the ability to regular parking citywide and I don't think that that authorizes any licensing scheme for private parking lots.

Alderman O'Neil asked, Tom, what's the difference between regulate and authorize a permit?

Deputy City Solicitor Arnold replied I believe this particular statute, first of all, was designed for public property, public parking lots, public streets, not for private property. I also think that there is a difference between regulating parking and having a licensing scheme in order to operate a private parking lot.

Alderman O'Neil stated we still don't hear what the difference is. It sounds like we have some jurisdiction but we don't have jurisdiction.

Deputy City Solicitor Arnold stated I think you have jurisdiction over public property. I do not think you have jurisdiction...insofar as parking is concerned over private property.

Alderman O'Neil stated okay that's what I wanted to hear. Thank you.

Alderman Forest stated this question is probably for Matt. I know in Boston when I've gone to theatres and all that there are private lots and I know that Boston regulates private lots and licenses them. Why can't we do it and how would we go about doing it, I realize it's like locking the barn after the horse is gone to bed...

Deputy Clerk Normand replied again I believe that we can do it. Our authority to license businesses comes from 47:17 as well, but the Solicitor's Office doesn't agree. So, it's obviously a statutory reason why we can't apparently.

Alderman Smith moved to receive and file the communication from Deputy Clerk Normand.

Deputy City Solicitor Arnold stated I would just add that of course there is always the option to request the Legislature to amend the statute, give authorization to do that type of thing.

Alderman O'Neil duly seconded the motion.

Alderman O'Neil stated to the best of my knowledge I have not received any complaints from people parking in private parking lots. So, apparently to the consumers they don't think there's an issue with it then.

Deputy Clerk Normand stated this was not anything that the City Clerk's Office initiated. This came from the Committee on Accounts they thought that there may be a revenue stream or whether it was able to keep parking rates at a certain amount because some lots are at \$15, some at \$5...I don't know if they were looking at it in that way also.

Alderman O'Neil stated that the Chair of Accounts is recommending that it be received and filed.

Chairman Sysyn called for a vote on the motion to receive and file. The motion carried with Alderman Forest duly recorded in opposition.

Chairman Sysyn addressed item 7 of the agenda:

7. Chairman Sysyn advises that the Traffic Department has submitted an agenda, which needs to be addressed as follows:

ONE WAY STREET:

North Hampshire Lane, from West Brook Street to Langdon Street, southbound
Alderman Guinta

RESCIND ONE WAY STREET:

North Hampshire Lane from Langdon Street to West Brook Street, northbound
Alderman Guinta

PARKING ONE HOUR (8 AM – 6 PM, MON-SAT) (EMERGENCY ACT):

On South Main Street, east side, from a point 225 feet south of Goffe Street to a
point 70 feet south
Alderman Smith

NO PARKING:

On Blodget Street, south side, from Ash Street to a point 45 feet west
On Orange Street, south side, from Ash Street to Maple Street
Alderman Gatsas

On Jewett Street, east side, from Massabesic Street to a point 70 feet south
On Massabesic Street, from Jewett Street to a point 70 feet west
Alderman Osborne

On Page Street, west side, from a point 500 feet north of Candia Road to a point
60 feet north
Alderman Porter

On So. Jewett Street, east side, from Maurice Street to Constant Street
(Emergency Act)
Alderman DeVries

RESCIND NO PARKING:

On Blodget Street, south side, from Ash Street to a point 70 feet west
(ORD. 8885)
Alderman Gatsas

On Beacon Street, west side, from a point 100 feet south of Lowell Street to a
point 80 feet south (ORD. 8860)
Alderman Sysyn

NEW TIME LIMIT:

(ORD. 70.57A-2) 1155 Elm Street, 6 AM – 5 PM, Monday-Friday, Excluding
Holidays

Alderman Guinta

RIGHT TURN OVERLAPPING GREEN RIGHT ARROW SIGNAL:

Mammoth Road and Bridge Street, northbound right and southbound right
Aldermen Gatsas and Sysyn

On motion of Alderman Forest, duly seconded by Alderman O'Neil, it was voted to approve the balance of the Traffic Department agenda.

RESCIND TIME LIMIT:

(ORD. 70.57A-2) 1155 Elm Street, 6 AM – 7 PM, Monday-Friday, Excluding
Holidays
Alderman Guinta

Mr. Lolicata stated 1155 Elm Street is the public parking lot that we have there and by ordinance, I believe, it was until seven o'clock at night and it was affecting all the businesses there, so we had it changed to 5 PM at night instead of 7 PM. Basically, they don't need cars to get in and out of there and it's not like the other garages where the people have their own cards, so we thought it would help all of the businesses in that area if we did make it 5 PM.

Alderman O'Neil asked where is 1155 Elm Street.

Mr. Lolicata replied that's Kosciuszko Street, the Fleet Bank. The public parking across from The Rover.

Alderman O'Neil stated it's actually called 1155 Elm Street.

Mr. Lolicata replied it's called 1155 now, it's had about three names in five or six years.

Deputy City Clerk Johnson stated we would note that we had informed Traffic, Denise actually, that that item can't just be passed this way. It's actually an ordinance change and we had asked that if they were going to do that to submit an ordinance because it has to go through Bills on Second Reading.

Mr. Lolicata stated that's why we brought it to Traffic first to go through the process, we knew it had to be an ordinance.

Deputy City Clerk Johnson stated I would let the Committee know that you really need to do that; that you would have to recommend that the ordinance be referred to the Committee on Bills on Second Reading and you'd have to get that to us before we could submit it.

Alderman Forest stated the only problem I see with this and I know that Alderman Guinta and I proposed bringing back the parking down on Elm Street to six o'clock that this would be like piece mealing this ordinance because the whole downtown area is eight and if we do this then I think we're going to be doing it for the rest of it and I agree that we should do it for the rest of the City.

Mr. Lolicata stated your garages are already different from the meters, believe it or not. I believe the garages have a time limit of seven o'clock, if I'm not mistaken.

Deputy City Clerk Johnson stated all of the garages are 6AM to 7PM...what you would be doing, as I understand it, it doesn't say it here but you're going to establish 6AM to 5PM for the Fleet Garage only.

Mr. Lolicata stated that's correct.

Deputy City Clerk Johnson stated so we would in essence expect that to be set out in a separate section of the ordinance.

Alderman O'Neil stated I've got to understand this...I've witnessed and probably have paid for parking in the Victory Garage after seven o'clock...you're telling me they shouldn't have charged me.

Mr. Lolicata stated no this is showing the hours of those who have the cards for permit parking...there's a time limit to that, that's all.

Alderman O'Neil stated it doesn't change event parking or any of that stuff.

Mr. Lolicata replied no.

Deputy City Clerk Johnson stated if you're doing it until just 5PM this probably isn't a question I should ask but if you do it just until 5PM and somebody is working until five then their card, in essence, doesn't cover them once they get out of work and get to the parking space. Did anybody take that into account?

Mr. Lolicata replied yes. Most of the people work right there and they're the ones that get out at five o'clock and they figure they'll be out of their by 5:15. Basically, you're right unless you want to give everybody a half-an-hour. But,

they were comfortable with five o'clock because they still have the parking space no matter how you look at it and they're going to be leaving at a certain time anyway. This allows more parking for the public that is what it comes down to. By being out of there at five o'clock or if you will 5:30 that space is open to the public to go in and be utilized.

Deputy City Clerk Johnson stated if they come in with new equipment and set that garage up differently or something then you may run into problems, that's all with Randy's new Smart Meters and stuff.

Alderman O'Neil asked are we telling people that are parking in these garages you have to be out of there at five o'clock? That's what we're telling them...you have to be out of there at five o'clock in the evening. People don't stop working at five o'clock, some people work till 5:15, 5:30, 6:00...and second, a comment, should an item like this be referred to this traffic study that we're going to do, parking study.

Deputy City Clerk Johnson replied you could. I don't know if you want to table it.

Alderman O'Neil stated I'm beginning to agree with Alderman Forest. We're starting to piecemeal things again and that's where we get in trouble.

Deputy City Clerk Johnson stated I think what Tom is telling you is they're not going to charge somebody if they stay till 5:30 and they have a permit, but technically they're supposed to be out by five if you pass it.

Mr. Lolicata stated this complaint came forward from the people in the area who have businesses. They were having a big problem with people still parking there until seven, eight o'clock at night and they were losing business and that's why we did this because there was no card involved; that's all it is is to free up a space for people.

Alderman O'Neil asked what message are we sending to the people that work in the office buildings down there who have paid for the parking, paid to maintain these garages.

Mr. Lolicata stated they can stay but we're trying to tell them to try to be out by five, five-thirty at night...there's a limit to all the parking...seven o'clock in the other garages.

Alderman O'Neil stated it sounds like we're sending a mixed message.

Mr. Lolicata stated you've already sent them a message...the other garages right now are limited to seven o'clock, correct.

Alderman O'Neil stated seven o'clock is reasonable, I don't know that five o'clock is reasonable.

Mr. Lolicata stated then I'll try to compromise to help everybody. Let's say six o'clock at Kosciuszko. What's we're trying to do is fee up spaces for the businesses in that area who brought this forth or you can do what you want with this.

Alderman O'Neil stated until this study tells me something else, I'd like to leave them at seven o'clock...I'll move to table.

Deputy City Clerk Johnson asked do you want to refer it to the study?

Alderman O'Neil moved that the item pertaining to 1155 Elm Street be referred to the Parking Study. Alderman Forest duly seconded the motion. There being none opposed, the motion carried.

PARKING 10 MINUTES (7 DAYS):

On Lincoln Street, west side, from Spruce Street to a point 40 feet south
Alderman Osborne

NO TRUCK DELIVERIES AT ANY TIME:

On Spruce Street, south side, from Lincoln Street to a point 50 feet west
Alderman Osborne

Alderman Forest in reference to the above-referenced stated that Alderman Osborne had asked for a 10-minute zone in front of the zone. The question I have is most of the time limits that we've done in the City at stores are 15 minutes and a half-and-hour. I think bringing it down to 10 minutes sort of puts a burden on the police officer who goes up there and has to tag a vehicle, you still have to get the time limit, you still have to wait ten or 15 minutes and come back and tag the vehicle and I think basically the 15-minute zone would be okay. I think a 10-minute zone is like pushing what an officer in the area has to do. I would recommend that it become 15 minutes instead of 10 like we did with all of the other stores in the City when we do this.

Alderman O'Neil duly seconded the motion. Again, what are we doing in the rest of the City and are we hand picking certain areas. Is 15 minutes the norm in the City?

Chairman Sysyn replied yes.

Mr. Lolicata stated in most cases we've always averaged anywhere from a 15-minute zone up to as high as four hours. The reason this was done by the Alderman is because of the local of the store and where all of these accidents are occurring. He's trying to move these cars in and out more quickly by sending a message and that's why we have the No Truck Deliveries under those signs because you're blocking the whole intersection. So, we did the same thing around the corner so they can make their deliveries on Lincoln Street instead of Spruce. You can do five, if you wish, with the power you have but the reason he did this is to try to keep people out of those spaces as short as possible because you're actually blocking the intersection, it's a very hard place (Lincoln Street) heading northbound. We want the trucks out of there especially and this is one of the moves that the Alderman came up with.

Alderman O'Neil stated he may have thought he's coming down here for a free ride...I don't know if Officer Kelly has any knowledge of this particular corner or not, but if he's...

Alderman Forest stated let me comment on the other one as Officer Kelly is walking down...again, Alderman Osborne wants the sign to specifically say No Trucks. But, what I said to Tom is just make it a No Parking zone and nobody can park there. I don't think we can discriminate between cars and trucks.

Mr. Lolicata stated it's No Truck Deliveries meaning they can't stop there to make deliveries at the store like they've been doing right along. We did that for them to go around the corner so they could be safely done on Lincoln Street rather than Spruce.

Alderman Forest stated because I think personally and again I don't want to be opening up a can of worms at Alderman Osborne but I think he's been recreating signs in the City and I don't really believe we should be doing this, but Officer Kelly can explain.

Officer Kelly stated as far as the intersection for Lincoln and Spruce I have first-hand knowledge of it being a fairly dangerous intersection, I've investigated quite a few accidents there. As a matter of fact, I investigated a pedestrian accident...actually, a bicycle accident let's say a couple of months ago where a

young girl that was traveling northerly on Lincoln Street on her bicycle was hit by a car that was going easterly on Spruce and part of my conclusion was that it was hard to see due to the parked cars. So, I would have to say that limiting it to 10 minutes might make it a little better as it keeps traffic flowing a lot quicker, but I do know that it is a dangerous intersection.

Alderman O'Neil asked, Jeff, would the best thing then as Alderman Forest said just eliminate parking in that one...I don't know how long it is because there's a driveway there I think to the west of the store. Would that be the ideal thing to eliminate parking there altogether because I agree with you that when you travel up I know that's one intersection I hit my brakes and go through it because you don't know who's blowing a stop sign...would that be the best.

Mr. Lolicata stated he talked to them about that because he didn't want to do that so he wouldn't hurt the store. He's talked to the man many a times and they're trying to come up with something that's fair...both a little safer and fair at the same time because once you do that you're going to cut off his business.

Alderman O'Neil asked am I hearing from both of you then that this is a step in the right direction, trying to help both the business and also make the intersection as safe as possible.

Officer Kelly replied I believe it would be if you could eliminate the time that the cars stay in one sport and trucks and such like that.

Alderman O'Neil stated it's worth having this as a unique situation of only 10 minutes.

Alderman Forest stated as long as the Police Department can enforce the 10-minute laws. As long as you say it's okay that's fine.

Alderman Forest moved to approve both above-referenced traffic regulations. Alderman O'Neil duly seconded the motion.

Deputy City Solicitor Arnold stated I'm unclear as to what the Committee is doing. Is the Committee banning truck deliveries at any time or just limiting them to 10 minutes also?

Mr. Lolicata replied no. They are stopping the truck deliveries at the 10-minute location but can make deliveries around the corner on Lincoln Street. We are trying to stop those deliveries because they really block the whole intersection of trucks.

Deputy City Solicitor Arnold stated I guess my concern is that I don't know whether we're authorized to do that under State law and I'd like a chance to look at it.

Alderman O'Neil stated this needs to be referred to the full Board next week, can you look at it between now and then.

Deputy City Solicitor Arnold replied yes.

Alderman O'Neil asked can we send it to the full Board and keep it moving and Tom get back to us on this and if it's wrong then we kill it at the full Board.

Deputy City Solicitor Arnold replied sure.

Alderman Smith asked, Tom, how come we restrict deliveries at certain times on certain streets, but we can't restrict deliveries on Spruce Street. I know where they're talking...it's one of the most dangerous intersections. In other words, they want deliveries to come from Lincoln Street and you have a store right across the street too there's a utility store, so it is a dangerous intersection and anybody who goes up Spruce Street, a one-way street going 35-40 mph...there's two stop signs there, why can't we restrict it. I know exactly what the Alderman is talking about.

Deputy City Solicitor Arnold stated what you're doing here is you're not restricting deliveries, you are restricting deliveries or establishing the same time limit for everybody, I wouldn't have a concern. What you're specifically saying is no trucks and I can't say at this point you can't do that, I want a chance to look at it before the Committee acts.

Alderman Smith asked how come on certain streets like Boynton Street we have a fine...No Trucks at such and such hours...we restrict them.

Alderman Forest stated I didn't think we could stop trucks and I didn't know if we can do that.

Deputy City Clerk Johnson stated that's for thru trucking and they still allow deliveries like oil deliveries. I think what they're saying is there's another area to do that, it's just that if you don't have...he wants to make sure that you have the authority because we don't have that as an established regulation in the tables. We just want to make sure that that's okay and if it isn't then we'll go back to Tom and the Police Department and maybe they can come up with another idea.

Alderman O'Neil asked can somebody remember to tell us either way before the Board meeting next week.

Chairman Sysyn called for a vote on the motion. There being none opposed, the motion carried.

DISCUSSION:

Allow parking on both sides of Pearl Street between Chestnut Street and Union Street during odd/even winter parking ban.

Alderman Guinta

TABLED ITEMS

9. Report regarding parking garage contract RFP's.
(Tabled 08/12/2003)

On motion of Alderman Forest, duly seconded by Alderman O'Neil, it was voted to remove Item 9 from the table for discussion.

Alderman O'Neil asked is the Center of NH Garage contract up this month as well.

Mr. Lolicata replied I believe the 20-year contract is 2004.

Deputy City Solicitor Arnold stated I could go back and look, I believe the Center of NH contract was done, we did a five-year agreement with them. They, of course, have a lease for parking spaces long-term but the garage operating agreement, I believe we have a five-year contract and can go back and check to be sure.

Alderman Forest stated I remember when I came on as an Alderman we had the problem and then there was talk about the National Garages and all that.

Deputy City Solicitor Arnold stated I want to say it was the June/July timeframe that the Board voted on it.

Chairman Sysyn stated the contract that I'm talking about is the Victory Garage that was up in December.

Deputy City Clerk Johnson stated I think Victory expires at the end of this month.

Mr. Lolicata stated I think Victory's expired and they have not renewed it the last time we went out and saw them.

Deputy City Clerk Johnson stated they didn't sign the extension.

Mr. Lolicata stated no it's been a little while. Right now, we're just working without a contract with that company.

Deputy City Clerk Johnson stated I think if they extend the current contract and they refuse to do that you need to come back and tell the Board that we don't have a contract.

Mr. Lolicata stated I thought they were aware of that because the last extension was September 2003 or something like that.

Alderman O'Neil stated they didn't sign it.

Mr. Lolicata stated they wouldn't sign it at all.

Alderman O'Neil stated there's only 5.5 employees...now that we got rid of Canal Street, we have 5.5 employees that are involved with Victory Garage...I don't understand why we don't...we pay almost like they're City employees anyway...they get the same holidays, I don't know why we don't look at bringing them underneath the City somehow. It's crazy that we go through this with this contract and I believe it wouldn't cost us any more money than we're paying now. Right, Tom, am I correct.

Mr. Lolicata replied you're about right.

Alderman O'Neil stated you're already paying all of the utilities and all that there...

Mr. Lolicata interjected it's making a profit for a change.

Alderman O'Neil stated for the 5.5 employees I don't know why we don't bring them somewhere into City government, it's crazy we go through this contract thing up there.

Alderman Forest stated why don't we make a motion that we look into doing that. If they're not going to sign a contract, we might as well do it anyway.

Mr. Lolicata stated we've been doing it every six months and I believe at the end of 2003, the beginning of 2004 they stopped.

Deputy City Clerk Johnson stated I think if you're going to look at that and you have the Parking Study people all together maybe that same committee could kind of look and come back with a suggestion.

Alderman O'Neil stated I don't disagree with that. My only concern is that legally we don't have a contract with them apparently.

Deputy City Clerk Johnson stated that's true.

Alderman O'Neil stated somehow we've got to get...Tom, you've got to get involved with this. I don't know how we can have somebody doing business with the City and not have a contract with them.

Mr. Lolicata stated the last time, Tom, we worked out fine as far as buying the Canal Street because we didn't have the contract and it worked in our favor. So, if I may say so, in a way they don't want to sign we go as is and if anybody ever thought of putting it up for sale there was nothing there to stop them. So, I can try one more time, if you want, but I've tried three times and they never signed it.

Alderman Forest asked, Tom, when did you find out that they wouldn't sign this contract because you never came back to us.

Mr. Lolicata replied the last time the Board asked me to get an extension and that goes back to the end of 2003, beginning of 2004.

Alderman Forest stated I was never aware that they wouldn't sign.

Mr. Lolicata stated the gentleman from Boston said they wouldn't do it.

Alderman O'Neil stated this is the same outfit that does the airport.

Mr. Lolicata stated this is just before Mr. Waldecker left exactly, same outfit.

Deputy City Clerk Johnson stated how about if you ask the staff committee to look at it and come back to you at the next meeting with some recommendation as to what to do to move forward.

Alderman O'Neil stated I think we at least have to take a vote to extend it three months or something.

Mr. Lolicata stated I'll try but they're the ones saying no.

Alderman O'Neil stated so at least we've done it on our end.

Mr. Lolicata stated we've tried and I'll try again.

Deputy City Clerk Johnson stated if it had been signed wasn't it due to expire this month, wasn't it the end of this year.

Mr. Lolicata stated if they'd gone along as they did before, Carol, they were averaging a six-month extension for the last couple of years, six months at a time.

Deputy City Clerk Johnson stated I'm trying to figure out when it would have gone to because you need to get the authority of the Board to extend it.

Mr. Lolicata stated the last one I had was September 2003, so you figure from there.

Deputy City Clerk Johnson stated we'll have to go back and look. Maybe what we'll do is go back and look and then we can figure out an extension date and poll the Committee and then send the rest of it to the Traffic Study to come back within the month with suggestions for you. But, I can talk to you about extending it for three months or six months or whatever, depending on when it ran out theoretically.

Chairman Sysyn stated that garage is making money now.

Alderman Smith stated I'm getting enlightened here in regard to garages. You have 4.5 people working, now who pays those benefits. Do they have any benefits?

Mr. Lolicata replied by Central Parking. We reimburse them, that's how it works through the agreement we have with them.

Alderman O'Neil stated I don't know if their health plan may be comparable but they get the same holidays that the City employees get, they have paid vacations, they have...I think there's 5.5 employees, plus we pay Central a fee. Somehow, I think, if we brought it in house we would (1) not have this crazy contract issue and...

Chairman Sysyn interjected and we're making money even though there's a debt service on it.

Alderman Smith stated in Committee on Accounts our only concern was with the Center of NH parking, we weren't getting involved in any other garages.

Alderman O'Neil stated with this one we seem to be doing okay on and the Victory Garage serves so many different businesses in that Downtown area.

Deputy City Clerk Johnson stated maybe you just want to table it and in the meantime we'll find out when the contract expiration was.

Alderman O'Neil moved to retable Item 9 pending poll of the Committee. Alderman Forest duly seconded the motion. There being none opposed, the motion carried.

Deputy City Clerk Johnson stated I just wanted to clarify we are also referring this item to the Parking Committee that was established so that they can come back at the next meeting with some recommendations regarding whether the City should take it over.

11. Traffic situation at Harvey Road and Bouchard Street.
(Tabled 11/09/2004 pending Southern NH Planning study.)

On motion of Alderman O'Neil, duly seconded by Alderman Forest, it was voted to remove Item 11 from the table for discussion.

Mr. Lolicata stated I just passed out the results of the Southern NH Planning...they had a complete traffic study done at that intersection and it failed the warrants...so, you do not need lights down there. It didn't come close to the warrants at all.

Alderman O'Neil stated I guess some keys were some times at the end of the day when the businesses were getting out.

Mr. Lolicata stated that was their major problem.

Alderman O'Neil asked did you inform Alderman DeVries?

Mr. Lolicata replied yes she's been involved.

Alderman O'Neil moved to receive and file Item 11. Alderman Forest duly seconded the motion. There being none opposed, the motion carried.

8. Portion of report of Traffic Committee referred back to Committee 4/8/2003 regarding the adoption of regulations:
One-Way Streets:
Hollis Street
Kidder Street
(Tabled 04/08/2003)

Deputy City Clerk Johnson in reference to Item 8 stated you've got all of that development going on there, I'm thinking you don't need to have that sitting out on the table now.

On motion of Alderman Forest, duly seconded by Alderman O'Neil, it was voted to remove Item 8 from the table for discussion.

Deputy City Clerk Johnson stated I think you could receive and file that because whatever comes up there I'm sure they're going to bring in.

Alderman Forest moved to receive and file item 8. Alderman Smith duly seconded the motion. There being none opposed, the motion carried.

10. Report of the Traffic Committee recommending that all metered parking be changed from Monday-Friday, 8AM-8PM to Monday-Friday, 8AM-6PM.
(Tabled 03/09/2004)

This item remained tabled.

NEW BUSINESS

Alderman O'Neil stated I had somebody approach me about how we've done such a good job in the Millyard that we may have done too good a job regarding parking and this came from one of the buildings, the Fratello's building...and that was one of the first buildings to be rehabbed and occupied...their concern is that we've done such a good job and we've got so many people down there now there's no place for all of them to park. Can you get us a report on what buildings

have permits assigned to them? And, what was said to me was that this whole thing changed when the Jefferson Mill came on line and we gave out "X" number of permits and now people are taking up all the spaces on the streets and there's no place for the people that have been using these other buildings to park now that they counted on in the past.

Mr. Lolicata replied I can give you a run down on the whole Millyard as to who is supposed to be in there. Some of these we're allowing them to park on the street, correct.

Mr. Lolicata replied there's on-street parking.

Alderman O'Neil stated we need a breakdown of them because I know of a couple of lots down there, but if we can get a breakdown on what mill buildings have what number of permits assigned to them because we may be defeating the purpose and now starting to hurt some of the businesses that were down there for a while.

Mr. Lolicata stated the Millyard is full.

Alderman O'Neil stated so you are not giving out another permit.

Mr. Lolicata stated no. We have on-street, very few...

Alderman O'Neil interjected I would suggest that we don't give out any on-street based on what this gentleman told me and I know he was going to try and reach out to Alderman Guinta who's the Ward Alderman there to talk about it but I would suggest we don't give out any more on-street parking. This guy is telling me there's no place for his customers go park down there.

Mr. Lolicata stated okay then we'll stop tomorrow.

Alderman O'Neil stated that would be my suggestion until we figure out...I think this should be part of the study, right. He's saying we've done too good a job, no place to park.

Mr. Lolicata stated he's got a little problem down there because the people who are his tenants who also have the right to park there...I know what's going on, it's tight.

Alderman O'Neil reiterated that would be my suggestion...would it help if we made a motion to ask you to hold off on any more permits?

Mr. Lolicata replied no, I'll get the information to you first.

Alderman O'Neil asked what about not giving out permits for now until...does that help you out or do you need a motion or can you just do that?

Mr. Lolicata replied we can stop at that end of the Millyard.

Alderman O'Neil stated we may have squeezed it too tight is the problem.

Mr. Lolicata stated if we have some left at the southern end I would like to utilize them.

Alderman O'Neil stated I'm not aware of any issues in the south end but this was brought to my attention up the north end of Commercial Street.

There being no further business, on motion of Alderman Smith, duly seconded by Alderman O'Neil, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee